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INFORMATION REPORT

C-O-N-F-I-D-E-N-T-I-A-L

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CENTRAL INTELLIGENCE AGENCY

COUNTRY

USSR

SUBJECT

NAKHODKA, Port Information

NAVY review completed.

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[The Office of Naval Intelligence furnished the following information to CIA for IAC dissemination in accordance with Paragraph 3.c. of NSCID #7.] 25X1

This is UNEVALUATED Information

1. Approaches.

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The boarding party included the pilot, two quarantine officers, a customs officer, a representative of the Soviet trade bureau, Inflat, and 3 or 4 security officers.

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b. Quarantine procedure was "routine". port health officers in Soviet ports were frequently women; in NAKHODKA, one of the two quarantine officers was a woman, the other a man.

2. Hydrographic Information.

a. Several lights were near NAKHODKA which are not shown on referenced chart. These lights were marked by the Soviet pilot, who was harbormaster of NAKHODKA. They were as follows:

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(1) One Fixed Red Light at Point 2, referenced chart, (42-50-20 N, 132-57-40 E, approx.);

(2) One Fixed Green Light on the north point of M. Astaf'eva, (42-28-35 N, 132-54-35 E, approx.);

(3) One Flashing Red Buoy just north of M. Astaf'eva, at Point 3 on referenced chart, (42-48-45 N, 132-54-35 E, approx.);

(4) Two Fixed Green Lights on the shore west of Astaf'eva Point, at Point 4 on referenced chart, (42-48-45 N, 132-53-30 E, approx.).

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b. Water alongside the main wharf in NAKHODKA, Point 5 on referenced chart, (42-48-50 N, 132-53-40 E, approx.), is now approximately 32 feet deep, after extensive dredging. (Depth of this area is shown on referenced chart as $1\frac{1}{2}$ fathoms.)

3. Controls.

a. No radio messages transmitted within 10 miles of the Soviet coast were answered by NAKHODKA.

b. Security regulations in all Soviet ports

_____ were far more lax than they had been previously. The ship was not searched in any of these ports. The Soviets placed a single sentry at the gangplank to log all crew members on and off the ship, and issued temporary passes to all crew members; officials and men from our ship were permitted ashore in NAKHODKA at will, except that a midnight curfew was imposed; the Soviets made no comment when various crew members overstayed the curfew by two or three hours. Customs, immigration, and quarantine procedures in NAKHODKA were "routine",

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4. Harbor Craft.

a. _____ numerous small and large tugs in NAKHODKA Bay, all apparently diesels. (Numbers not specified).

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b. _____ much dredging equipment in NAKHODKA Bay; _____ 2 large bucket dredges and 2 or 3 "sucker" dredges, all operating in the Bay (location not given).

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c. _____ 2 floating dry docks in NAKHODKA Bay (location not given).

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5. Berth.

a. _____ long wharf in the area marked by Point 5 on referenced chart, (42-48-50 N, 132-53-40 E).

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(1) The wharf is very long, built along and parallel to the shore, and will accommodate 6 to 10 ships (exact length of wharf not estimated); the wharf is built of concrete, and is in excellent condition. The Russians have "carved the port out of solid rock", leveling vast stretches of rock hills along the water's edge to form a flat surface for the port area.

(2) Depth alongside the wharf is 32 feet.

(3) The apron was over 200 feet wide, concrete surface.

(4) Large warehouses run along the edge of the wharf area for the entire length of the wharf; they are built of brick and concrete, are 2 and 3 stories in height, about 200 feet deep, and spaced at even intervals. They have sliding metal doors, flat roofs, and are all of comparatively new construction and in excellent condition.

(5) There are 35 cranes on the main wharf. _____ All of the cranes span the three railroad tracks which run along the wharf. (Presumably all are travelling cranes. 5 of the cranes were 50 tons capacity; the remaining 30, 5 ton capacity cranes. Also mentioned were 3 large floating cranes observed in NAKHODKA Bay.

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(6) Three railroad tracks run parallel for the entire length of the wharf. (Gauge not given; however, since we observed at least 6 steam locomotives and much rolling stock on the wharf tracks, they are probably standard (wide) gauge tracks).

(7) The roadway serving the wharf runs between the apron and the warehouses.

6. Crane Operations.

a. Dock work conditions in NAKHODKA were "pretty grim". Dock workers are apparently inadequate in number. They were paid by tonnage, apparently, and could make more money handling dock machinery than stevedoring.

c. NAKHODKA port personnel are paid double the usual wages by the Government. Many older men come to NAKHODKA to work because, under Soviet procedure, such workers are retired at 60 on pension proportional to the amount earned during the last year of work; therefore, workers come to NAKHODKA, where living conditions are still somewhat primitive, when they are about 58, in order to draw higher retirement pay. Apparently the minimum tour of duty at NAKHODKA is two years.

7. Construction.

a. There is another large wharf, south of the main wharf in NAKHODKA Bay, on the west side of the Bay in the general area of Point 6 on referenced chart; (42-48-25 N, 132-53-15 E). This wharf is of similar concrete construction, has 8 cranes on the wharf, and is lined by large refrigerated sheds, which are used to store fish brought in from Kamchatka.

b. There is a ship repair yard on the southwest side of NAKHODKA Bay, in the general area marked Point 7 on referenced chart. However, it is possible I may have been mistaken, inasmuch as there is known to be a shipyard on the west shore of NAKHODKA Bay.

c. There is a railroad marshalling yard at the west end of NAKHODKA Bay, in the general area of Point 8 on referenced chart, (42-47 N, 132-52 E).

d. A large railroad marshalling yard is being built at AMERIKANKA, (42-50-30 N, 132-55-30 E).

e. A railroad line has been built running from NAKHODKA around NAKHODKA Bay, out toward coal yards near M. Anaf'eva.

f. NAKHODKA Bay has been extensively dredged in the dock area on the west shore, and the eastside of the KALIN AMERIKANKA near NEKA SUCHAN (as marked on referenced chart) is to be dredged.

8. Naval Installations and Activity.

a. There is a naval base near LINDOL'MA POINT, on the northeast side of NAKHODKA Bay. A long breakwater has been built parallel to the shore, extending southwest from LINDOL'MA POINT.

b. "about 4" small submarine behind the breakwater near LINDOL'MA POINT, described above.

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c. There was no other evidence of naval activity in NAKHODKA. There is a naval base in WRANKEL BAY, but we saw no evidence of naval activity in that area during our stay.

9. Defense Installations.

a. [redacted] antiaircraft battery on the hill northwest of SKALA NAKHODKA, at Point 9 on referenced chart, (42-47-25 N, 132-54-30 E). There appeared to be 8 guns of about 88 mm. caliber. [redacted]

b. [redacted] no radar in NAKHODKA.

10. Merchant Shipping.

a. [redacted] 2 or 3 large Soviet passenger ships in NAKHODKA during visit, and about 12 smaller Russian ships, all cargo vessels. [redacted]

11. Shore Activities.

a. Crew members were entertained nightly at the Merchant Seamen's Club, Government-operated, in NAKHODKA. A bus was sent to the dock area for them every evening. The club was quite pleasant; that there were many young women as hostesses, who were carefully trained in several languages, in addition to Russian, and those who spoke English spoke it beautifully. The girls were very hospitable, but also quite chaste; they danced and talked with the seamen, but were not prostitutes, nor were they promiscuous. There was a political officer apparently, who helped to operate the club, who seemed to have great authority over the girls; the political officer would not permit them to become too intimate with the seamen, even if the associations were quite innocent. The girls were an obvious means of obtaining intelligence information from merchant seamen.

b. Food at the seamen's club was primarily sausage and black bread. Beer sold at 3 rubles per glass; 34 rubles for one 16 oz. bottle.

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d. Roads in NAKHONKA, from the dock area to the town proper, were very poor; they were generally unpaved, rough, dirt roads, paved only on curves.

e. The trucks used on the docks at NAKHONKA were a "pretty grim" lot, many of them very old and dilapidated Fords and Chevrolets, and most of them very light trucks.

f. G. KLYNOVA on the east side of ZALIV AMERIKA, is solid gypsum.

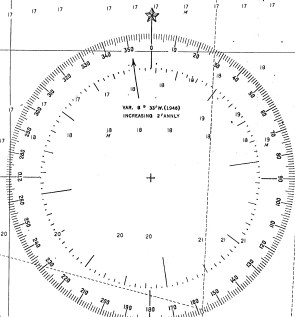
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LIMITED

Fathoms	Meters	Fathoms	Meters
1	0.9	8	14.6
1	0.5	9	16.5
1	1.4	10	18.3
1	1.8	11	20.1
1	2.3	12	22.0
1	2.7	13	23.8
1	3.2	14	25.6
1	3.7	15	27.4
2	4.1	20	36.6
2	4.6	22	40.7
2	5.0	24	44.2
3	5.5	26	48.1
3	5.9	28	51.8
3	6.4	30	55.1
4	7.3	32	59.1
4	7.8	34	62.7
4	8.2	36	66.1
4	8.7	38	69.7
5	9.1	40	73.2
5	9.6	42	76.7
5	10.1	44	80.9
5	10.5	46	84.4
5	11.0	48	88.0
5	11.4	50	91.4
5	11.9	52	95.0
5	12.3	54	98.7
5	12.8	56	102.6
5	13.2	58	106.6
5	13.7	60	110.2

[illegible]

ASIA
U. S. S. R.—SIBERIA
ZALIV PETR VELIKIY
(PETER THE GREAT BAY)
ZALIV AMERIKA

From U. S. S. R. Government surveys in 1896 and 1897
with additions to 1935
(Seedlings in starting figures from a smaller scale chart)

Mys Astaf'eva Δ , Lat. $42^{\circ}48'22.75''$ N.—Long. $132^{\circ}54'34.14''$ E.

Mys Astaf'eva Δ , Lat. $42^{\circ}48'22.75''$ N.—Long. $132^{\circ}54'34.14''$ E.

SOUNDINGS IN FATHOMS

reduced to the level of Lowest Low Water

reduced to the level of Lowest Low Water

For Symbols and Abbreviations, see H. Q. Publication No. 1

Natural Scale 1:33,600

AUTHORITIES

U. S. S. R. Government Chart No. 102
U. S. Hydrographic Office Publication
Miscellaneous data

2124349-000

RUSSIAN AND ENGLISH TERMS
14-180

Mya (Id)	point, cape
Danewyd	village
Ostrow (O)	island

Order (U)	island
Shale	rock
Boilings	fin

Donkey	kg
Ox	kg
Rate (R)	/hour

Bulbs (10)	Box, core
Zeliv	200, box

Soils Dark, deep

TIDAL INFORMATION

Place	Height above datum of soundings		
	Mean H.W. Springs	Mean H.W. Neaps	Mean Tide Level
Bukhta Nakhodka	feet 21	feet 21	feet 2